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HISTORY OF THE HARRIS HILL SOARING CORPORATION

Paul A. Schweizer 1990

The Harris Hill Soaring Corporation, in existence since 1937, continues today to assure that Harris Hill and Elmira, NY, are recognized as the Soaring Capital of America.

The Harris Hill Soaring Corporation (HHSC) is a voluntary organization, composed of persons who are enthusiastic about motorless flight and who have a good time taking part in flying activities and carrying out the aims and purposes of this non-profit corporation. All this is accomplished in an informal club atmosphere at low cost to the individual through the cooperative efforts of all members.

Soaring started in Elmira in 1930 when Dr. Wolfgang Klemperer looked over the area as a possible site for a national soaring contest at the request of the National Glider Association. At Klemperer's suggestion, Jack O'Meara came to the area to try soaring on the ridges, which Klemperer said reminded him of the terrain of the Wasserkuppe, the leading soaring center in Germany. On July 2, 1930, O'Meara made a soaring flight here of 1 hour and 34 minutes. His enthusiastic report to the NGA convinced them to hold the first National Soaring Contest in Elmira in September of that year.

This was during the Depression, and in Elmira everyone was looking for something to stimulate business. The community, led by the Elmira Association of Commerce, recognized the potential value of soaring to the area as a means of attracting business, tourism, and national attention through association with an exciting new aviation sport.

The first National Soaring Contest was based at the Caton Avenue Airport, using South Mountain and East Ridge for shock-cord launching the gliders. The success of this contest convinced the NGA to hold a second national contest at Elmira the next year. The 1931 contest was successful, but the NGA was not, and, experiencing financial difficulties, it went out of business.



The Soaring Society of America, formed in 1932, ran the 3rd and 4th Nationals, basing them on the Rhodes farm, near the present Harris Hill. Due to the limitations of shock-cord launching, a larger field was needed to allow launching by winch, auto or aero tow. A group led by Franklin "Bud" Iszard picked a new site east of the Rhodes farm. Chemung County purchased a parcel of land from three individuals and, after removing a few stone walls, conducted the 5th Nationals in 1934 on what was unofficially named Harris Hill in memory of Lt. Hank Harris, a member of the MIT Glider Club, who had been killed a few weeks earlier in a tow car accident at the emergency field in the valley.



Dick DuPont in the Senior Albatross on auto-tow off Harris Hill

Contests were held at Harris Hill in following years, with the Association of Commerce raising the necessary funds and assisting the SSA in operating the contest. As the contests grew in size and in financial requirements, it became evident that a separate organization was needed. This idea was developed by Eddie Mooers, Bud Iszard, and Don Hamilton during the eighth National contest, and as a result of their efforts, the Elmira Area Soaring Corporation (EASC) was formed in August, 1937.

The first Board of Directors was composed of representatives from the local soaring group, the community, and the SSA. From 1934 onwards, the Chemung County Board of Supervisors steadily improved the Harris Hill site. With the assistance of the Works Progress Administration, the County built an Administration Building, a hangar, and five cabins to make Harris Hill the first permanent site in the country for the operation of National soaring contests. These buildings were completed in 1937, and the site was officially named the "Warren E.

Eaton Motorless Flight Facility". The purpose of the EASC was to conduct National contests, promote soaring in the area, and to carry out soaring training programs. Earl Southee was the first General Manager, charged with the responsibility to manage the EASC and to raise the funds needed to operate the Nationals each year. Additional cabins, a caretaker's house, and the large hangar were added in 1938.

With the outbreak of World War II and the start of the military glider program the EASC contributed to the war effort by carrying out demonstration flights for the military and government officials. It was the first organization to conduct a military glider school, which at first operated at Harris Hill. In order to expand the training and to operate during winter, the school was soon moved to Mobile, Alabama, where it developed into a large operation with several hundred employees. In early 1943, when the military had more glider pilots than they could use, many of the training contracts were cancelled, including EASC's. The EASC had not had enough time to get their operations on a paying basis, and ended up deeply in the red and unable to continue operations.

While the EASC was not operating, the soaring activities were carried out by the Glider Capital Committee of the Elmira Association of Commerce, who put on the 1946 Nationals. They bid on the 1947 Nationals, but for the first time a national contest was held away from Harris Hill, when the meet went to Wichita Falls, Texas.

In 1948, Congress finally passed a bill authorizing sufficient funds to fulfill all the obligations of the EASC. The corporation was reorganized, and all those present at the first reorganization meeting were named the Charter Members. The new by-laws provided for the Board members to come from the soaring group, the local community, and the clubs. The SSA representation was ended, so the EASC became strictly a local organization. At that time the EASC owned no gliders, tow planes, or other equipment, but flying was done by a number of clubs which had representation on the Board and participated in the EASC programs.



Although the EASC was the vehicle by which the contests and other soaring activities were administered, the Chamber of Commerce still played an important role by raising the funds and helping with public relations and business phases of the contests. Nationals were held in 1948 and 1949, and every other year until 1959.

During the fifties the nature of the contests gradually changed, and the entry fees, which had been a nominal \$5, steadily increased so that they would cover a larger proportion of the costs of the contests. Also, the practice of having cash prizes was discontinued. This put fewer financial requirements on the local sponsoring groups, and it was not long before the Nationals became self-sustaining. This made it possible, however, for many other groups around the country to conduct Nationals, particularly where surplus military airfields were available, so the EASC found themselves with a lot more competition for Nationals.

In the early fifties the EASC acquired a used TG-3A sailplane and started some flying and training within the Corporation. The TG-3A was only practical for aero-tow, so the EASC, in a special arrangement with Schweizer Aircraft Corporation, built the first 2-22 from a kit. This enabled the EASC to expand its training program using auto-pulley and winch towing. A tow plane was finally acquired when EASC purchased the L-5 that Dick Kurzenberger, Joe Perrucci, and some other members had bought and used for towing at Harris Hill.

Flying activities increased with the acquisition of the tow plane, and some members purchased their own sailplanes. With a tow plane, the EASC could offer demonstration rides to the public, which helped to promote soaring in the area, as well as develop income which allowed the EASC to expand its equipment and programs. The EASC gradually grew to be independent, losing the close association with the local community it had held since 1937.

In 1962, when the EASC missed being awarded a National for the third year in a row, the Board decided that they had to take some action to get Nationals to Harris Hill more often. Contests were getting too large for the Harris Hill field. Sailplanes were becoming heavier. And the SSA required contest take-offs to be at the rate of at least one a minute. The Harris Hill facilities were not

able to handle all of this, so improvements in the flying field were needed. By working with community leaders and the Chemung County government over a three to four year period, the EASC convinced the County to approve a \$245,000 project to level the field and build paved glider and tow plane runways. The new field was dedicated at the start of the 1968 Nationals.

While EASC was working to get support for this project, it found some resistance among surrounding municipalities to supporting an organization with an Elmira name. As a result, the Board decided in 1967 to change the name to the Harris Hill Soaring Corporation, and this name has been well received.



New runways on Harris Hill under construction in September 1967

In the 70s, sailplanes became more sophisticated, with heavier wing loadings and increased water ballast. This caused new problems in operating from Harris Hill. The Standard Class and 15 Meter Class sailplanes with water ballast can be launched if we do not have a strong southwest wind. But we cannot launch Open Class ships with water ballast with current tow planes unless we in some manner enlarge the field. The present field is limited also in its relight capability, and for this reason HHSC has been slowly developing a third strip as well as talking about a field in the valley that could be used for emergency landings and relights during contests and ground tow operations, as well as handling some overflow activity from Harris Hill.

The HHSC successfully conducted the 1980 Standard Class Nationals and the 1982 15-Meter Nationals. The need for the HHSC to have its own "home" developed in the eighties, so a fund drive was started in 1985 to raise \$40,000 for a Flight Center. With Chemung County providing \$10,000 and excavation and foundation help from the Buildings and Grounds Department, and with many HHSC members volunteering their time, the building was completed and dedicated in June 1987. 1987 was the fiftieth anniversary year of the HHSC, and in addition to dedicating the new building, the HHSC ran the 1987 Sports Class Nationals and had a special celebration of its anniversary on August 29 with many of its past Presidents taking part.



As a result of rapid growth over the past twenty years the HHSC has become a substantial organization. Assets have grown almost seventeen times from \$15,000 at the end of 1939 to over \$250,000 at the end of 1988. The yearly budget has increased four and one-half times from \$20,000 to \$95,000 in the same period. This growth was due to an increase in membership, expansion of the demonstration ride program, the addition of a summer program, and the expansion of the aircraft fleet. The number of visitors to Harris Hill has increased, due to the increase in flight activity and to the activities of the National Soaring Museum.

Over our 53-year history, the Elmira Area Soaring Corporation and the Harris Hill Soaring Corporation have accomplished many things.

For example, we:

1. Conducted 26 National Soaring Contests, many Regional contests, 46 Snowbird Contests, 21 1-26 Regattas, and many local meets.
2. Assisted in the war effort during World War II by conducting glider demonstrations and operating a military glider training school.
3. Continue, since the 1950s, to carry out a very active youth training program which makes low-cost flight training available on a cooperative basis to young people between 14 and 19. This program has introduced hundreds of young people to soaring, helped make them better citizens, and exposed them to an exciting avocation. And, in a number of cases, helped prepare them for careers in aviation.
4. Organized the glider exhibits for the Strathmont Museum in 1958 and 1959, later working to obtain the National Soaring Museum archives and soaring library for Harris Hill in 1969. The HHSC operated the National Soaring Museum for three years until it became a separate organization. The HHSC and the NSM continue to work together to carry out programs where they both have interests.
5. Continue to play an important role in promoting Harris Hill as a tourist attraction where sailplane flying can be seen and where sailplane demonstration flights are available.
6. Conduct a summer program which expands the availability of demonstration flights, and offers tows and instruction to both junior and senior active members on weekdays.
7. Participate in special events such as National Soaring Weeks, Vintage Sailplane Regattas, Fall Foliage Festivals, Model Sailplane contests, youth encampments, and special demonstrations. HHSC also participates in the community Air Shows and other activities of this type to keep the community in the forefront of aviation.
8. Conduct various educational and training programs for HHSC members, other soaring pilots, and the public, as well as holding symposiums to improve safety and the quality of flying.
9. Train our members to become soaring pilots and transition power pilots to become tow pilots.
10. Have worked for 53 years to maintain this area as the Soaring Capital of America.

Learning to Fly in a PS-2 - by Frank T. Christian

1 April 1979

Contributed by his daughter, Carol Christian

It was in the summer of 1930 that glider flights were first made in Elmira. Previous to that time, a group of interested persons in the Midwest had made a study of topographical maps, searching for a suitable location for soaring activities. It was desired to find a location near a city which would have several ridges facing in different directions. Elmira had the ridges as well as housing facilities, restaurants and an airport. The group decided to investigate further and make some actual flights from the Elmira ridges.

In July 1930, Jack O'Meara arrived in Elmira with his utility glider on a trailer and proceeded to make soaring flights along the ridges after being launched by shock cord. Many persons in Elmira became interested in the possibilities of a gliding and soaring center which could attract enthusiasts from all over the United States. O'Meara's flights were a success, and later in that summer it was decided to have a National Contest in Elmira in the fall of 1930.

It was after watching O'Meara's flights that I became interested in learning more about these flying machines which had been introduced to us. A few weeks later, a pilot, Al Hastings, arrived in Elmira with his glider and started a school at the Elmira Airport on Caton Avenue. A group of us began taking lessons from Al with the result that, during the next few weeks, some weird and wonderful things started happening to us.

The aircraft which Hastings brought to Elmira was a single place Franklin Utility glider, Type PS-2. This ship was designed and built by Professor R. E. Franklin of the University of Michigan. After the pilot was seated and the seat belt buckled, a cowling was placed over the cockpit which allowed the pilot's head to protrude from the cowling into the slipstream. The ship had one wheel (*the photos of Frank show two wheels - clc*) and the instrument panel contained an airspeed indicator, an altimeter and a ball type turn and bank indicator. Mr. Hastings used auto tow on the airport for all of our instructional flights.

As I look back at those days, it seems rather hair-raising to have learned to fly while alone in the ship. At that time, I had never heard of a two-place glider, and I wonder if any existed in those days for training purposes.

(From the director: In the late 20's, Hawley Bowlus developed a primary training system that was based on auto towing; a two-wheeled landing gear (and a long runway) facilitated the process. It was much more effective than shock-cord launches - that, on flat ground, produced very short flight experiences. When Hastings at Elmira (and Eaton at Norwich) started up their schools, they applied the two-wheeled gear to their Franklins and followed the Bowlus example. When the same glider was to be shock cord-launched off, say, South Mountain, the "training wheels" came off. So Frank Christian would have flown with and without the landing gear.)

Our instructor's system was to tell us how to manipulate the controls and describe what he wanted us to do. He would then start up his car and tow the student across the airport. Before allowing us to leave the ground, he would tow us the length of the airport time after time at below flying speed, until we could follow precisely behind the car on a ninety foot rope without deviating from a straight line and without allowing a wing to touch the ground.

Frank T. Christian at Caton Avenue Airport, August 1930,
in Al Hastings' Franklin Utility Glider.
Cowling on and cowling off



The number of tows necessary to accomplish this varied with the student's aptitude and ability.

After a student had mastered the ground towing to the satisfaction of the instructor, he was ready to leave the ground. The instructor explained the technique of landing an aircraft with particular emphasis on gliders. Needless to say, at this point we all listened intently.

Then he increased the car speed until the glider was ten feet off the ground. The student released the tow rope when the instructor waved to him from the car. The entire flight was in a straight line, more or less. After several flights, the instructor allowed us to reach higher altitudes until a maximum of about 5 feet was attained. This was the maximum height for a take-off and landing in a straight line on the airport.

Next came 90-degree turns. Our instructor explained to us on the ground the control movements which are necessary to make a turn. The student would then, on the end of a 200 foot rope, be towed into the air hoping that he could remember and execute the necessary control movements needed to turn 90 degrees, resume normal flight and land the ship. Our experiments in the air with the angle of bank, while our instructor watched from the ground, provided all students with much exhilaration and many misgivings. This was the time when many thrilling incidents began to enter into my own flying education.

After Mr. Hastings was satisfied with our performance of the 90-degree turns, he allowed us to climb to 275 feet and make 180 and 360-degree turns. Much excitement occurred during this phase of our training. Some of us tried to complete 360 degree turns



It looks like a tight fit for 6'4" Frank.

when there was insufficient altitude left near the end of the turn and the results were not good. However, the sturdy little bird took all of those harsh landings without much apparent damage.

One evening I recall making a 90-degree turn at the end of the airport when suddenly the controls did not function as I thought they should, and the ship headed straight for the ground. I quickly pulled out of the dive, and as the ship leveled out, it also touched down and made a good landing. When Al came running over to where I was catching my breath, he explained that I had gotten into a condition of crossed controls. He told me he was sorry that he had not explained to me how that condition could happen and what to do to recover from it. (*The glider stalled – clc*)

After the above flight I remember thinking that perhaps the little ship knew considerably more about flying than I did, because I never really knew how I managed to reach the ground safely. It was evident that Al was rather upset about what had happened. However, even though it all took place within 300 feet of altitude, I was not too concerned because I thought that everyone learning to fly experienced this same problem.

All of Al's students had various hair-raising experiences and none ever received as much as a scratch. The ship held together in spite of some of the excessive loads it received as a result of our escapades.



Franklin PS-2 training glider is about to be towed aloft by the specially modified car in front.

I recall one flight in particular on a hot, sunny afternoon. The airport was adjacent to the Pennsylvania Railroad yards and there were always hundreds of box cars on the many parallel tracks. When I released the tow rope at 300 feet, there was a sudden, very strong upward current of air under one wing, and somehow I found myself flying in an inverted position. I recall looking upward from the cockpit and seeing nothing but rapidly approaching boxcars with the airport behind me.

Apparently, I pulled back on the stick and was soon headed back toward the airport at a very high rate of speed and at a rather low altitude. An acceptable landing occurred, and I was ready for the next flight after having the instructor tell me what had happened in the air and what I should have done.

This system of receiving instructions after a flight did not bother me much at the time. However, in later years, as I looked back on those flying lessons, I was conscious of a slight amount of shuddering. Later on I found myself comparing this method of flight instruction with being taught to swim by being thrown off the end of a dock.

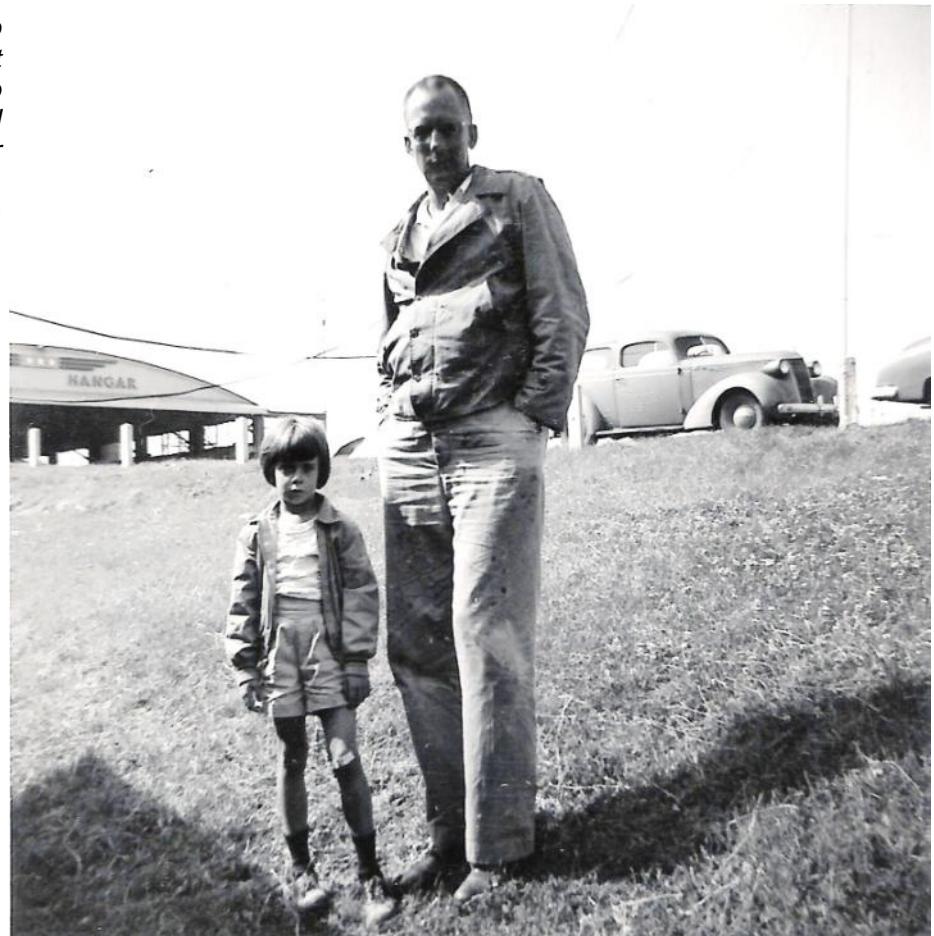
As our training progressed, we found that when atmospheric conditions were very favorable we could reach the ridge at South Mountain from the airport and maintain altitude from the ridge lift. This type of flying became rather tame so we would do several whistfalls before returning to the airport. Al Hastings became very upset by these stunts and they were banned. Our necks did not worry him as much as the possible loss of his ship. He explained to us that, without the ship, he would not be able to eat.

I have always had considerable respect for Professor R. E. Franklin and the utility glider which he designed and built. It must have been more than luck which kept Al Hastings' ship flying, day after day, considering the punishment it received from his gang of embryonic aviators. I think that Professor Franklin should have, long ago, received a medal, considering the strength and endurance which he designed into that little glider.

(Dad and I at Harris Hill about 1949. I have no conscious memory of it, but something must have stuck in the back of my mind. I didn't go back until almost 20 years later, when Dad and I joined HHSC. Dad took instruction, but never soloed the second time around at Harris Hill. I flew for almost 28 years.) →



↑ (Frank Christian in Roy McMaster's Cirrus. Roy had landed it in the field next to my house, so we dragged it into my front yard for safekeeping while Roy fetched his trailer. While Roy was gone, Dad "tried it on." He was obviously too big for it. I'm not sure how we got him back out of it.)



- Carol Christian

The incident which remains vivid in my memory occurred one evening when I was returning from the last flight of the day. The sun had set after a very hot day, and the air that evening was humid and cool. As I descended toward the hangar, it suddenly seemed to me that the most efficient procedure would be, instead of dragging the ship to the hangar, to land it inside the hangar.

The ship floated as I approached the large building. It lost altitude very slowly and was ready to stall as the wheel touched down on the steel door rails at the threshold. I applied the brake quickly and emphatically. The combination of brake and skid stopped the ship with tail high before the back wall of the hangar was reached. The landing had taken place just as I had planned it!

However, I had not planned on the screaming lecture which I received from Mr. Hastings in front of a large audience. This landing, which was a perfect one, caused me a lot of unfavorable publicity. It was finally forgotten by many of my pilot friends. The hangar which was involved in this incident was later moved to the Chemung County Airport in Big Flats and is now (1979) located adjacent to the office of the Elmira Aeronautical Corp.

Al Hastings closed his school in the fall of 1930 and entered the first National Soaring Contest, flying the same glider which he used in the school. He won that contest and became the first champion in the United States.

Not much was known in these days concerning the use of thermals. Soaring was possible by using ridges, and there were several locations around Elmira which were developed so that shock cord launchings could be made depending upon wind direction. The early contests consisted principally of altitude and duration competition with a few flights covering very short distances.

The group of persons in Elmira who were promoting the glider contests wished to develop one central facility on a ridge which could serve as a headquarters for gliding in this area. It was during the contest in 1932, that Warren Eaton noticed from the air a clearing on a ridge situated southeast of the hamlet of Big Flats. He visualized that this could be a fine location for a large glider field and suggested that the site be investigated and given further consideration.

I agreed to run a survey of this site and make a map which could be used for further planning. From the air there were no visible roads to this farmland, which was entirely surrounded by dense woodlands. It was during the survey that I found two farm lanes which were used only for moving agricultural equipment to the cleared fields. The survey and map were completed in August, 1933.

The knob where the fields were located was known as Hawes Hill. At the time of the survey there was a stone wall fence extending from the point where the Soaring Museum now stands to the corner of the woodlot west of the Museum, crossing what are now the two paved runways.

The map was subsequently used in planning- the soaring and gliding facility which became known as Harris Hill. Many national soaring contests took place at Harris Hill, which has been known for many years as the "Soaring Capital of America."

Many of those pilots who took part in the development of the Harris Hill facility and who participated in the early contests received their initial flight training in Al Hastings' single-place Franklin utility glider. These men will never forget that their first training flight in a glider, in 1930, was also their first solo flight as a pilot.



The Hangar that Frank landed the glider in is behind and to the right.

BETSY WOODWARD

United States Soaring Hall of Fame 1967



Betsy Woodward was an adventurer. Her two great loves were sailplane soaring and soaring meteorology. She was independent; chose her own path in life. And she was very successful. She holds Silver #116 (1949); Gold #36 (1952; First American woman); among the first six to receive the Symons Three-Lennie Pin in the early 1950s and is internationally known.

How did it all begin? Starting at age 14, Betsy worked as a golf caddy so she could learn to fly. She made \$1 for 18 golf holes so figured she needed 180 holes to buy an hour of flying at the rates of the time. She started flying at age 16 and had accumulated 300 hours time when, in 1948, she had the opportunity to fly a Piper J-5 from Annapolis, MD to San Diego, CA. She decided to stay in California and start college. She heard about a \$100 prize issued by Jack Northrop for the person who set the highest altitude that year in a glider. She thought, if she won that prize, she could put it aside as bus fare back east and, meanwhile, enjoy California and her studies. Thus, this prize encouraged her to learn to fly sailplanes. She joined the Torrey Pines Club and soloed. The next plan was to go with Bob Fronius, who had a Robin sailplane initially owned by John Robinson, to the desert and try for the prize. Bob had a landing mishap which temporarily damaged the Robin so Betsy decided to go to El Mirage herself after the college year. There she flew the BT-13 towplane and soon earned her commercial so could instruct in gliders (by the rules of the time). When not flying, she worked on gliders.

In the 1950s she started flying every competition she could – national, regional, local. Along the way she became National Feminine Champion at the 1952 Nationals in Texas. (At that time about 10% of the competitors were women.) She also set several national and world records both single-seat and multi-seat. She continued her education in the Meteorology Department at UCLA and joined the Sierra Wave Project. On April 14, 1955 she set the World Feminine Absolute Altitude Record of 39,993 feet (12,190.2 m) and Gain Of Height Record of 29,918 feet (9,199 m) both since superseded. Later that year she moved to England where she joined the British soaring meteorologists and studied the structure of thermals at Imperial College in London. She visited Germany and became acquainted with the soaring community in that country. Additionally, she became affiliated with OSTIV in several capacities and published a book with them – *The World Sailplanes* – in June 1958.



In 1962 Betsy joined Paul MacCready in his company, Meteorology Research, Inc., specializing in the physics of convective storms.

- text by Bertha Ryan

Sierra Wave Project Reunion, 1992: L to R: Col. William Ross, Dr. Joachim Kuettner, John Graves, Larry Edgar, Betsy Woodward

Statistics and Miscellaneous

by Betsy Woodward

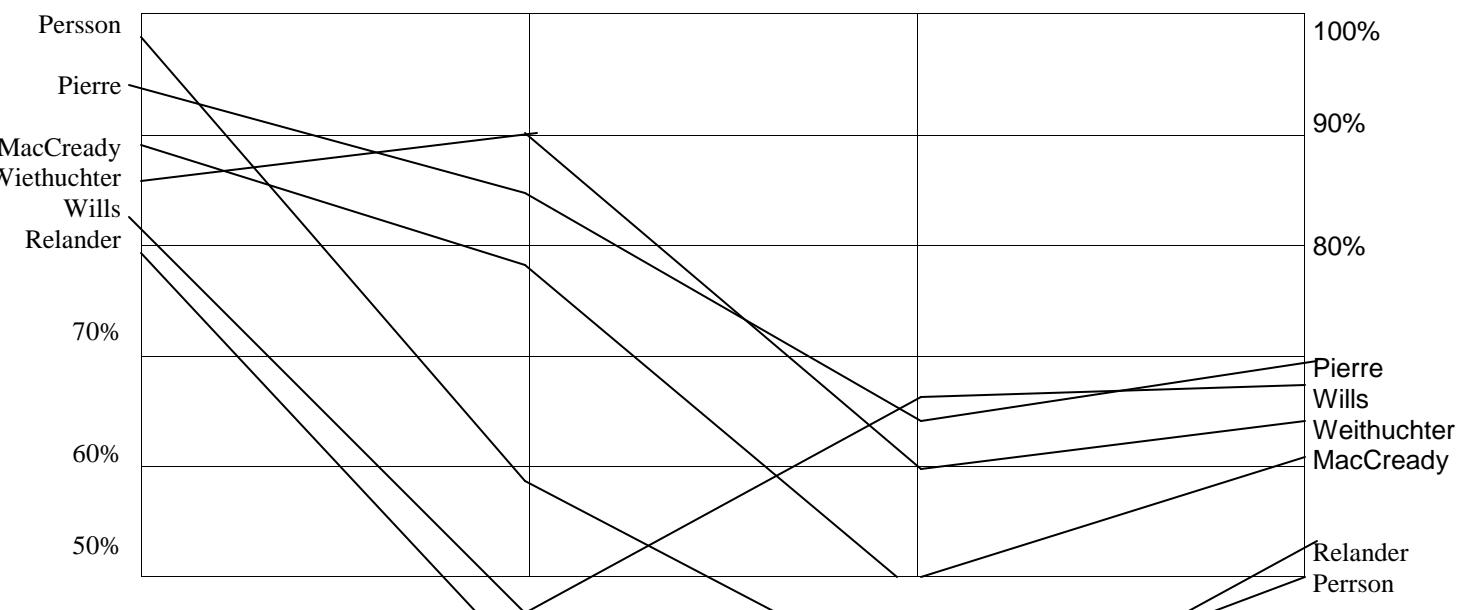
(from the 1954 World Championships)

Many seem to be interested in statistics and wonder what the results would be if only this or that had or hadn't taken place. So to save some individual effort we will delve a bit into this aspect of the Championships. The graph shows the standings of six pilots with respect to the total number of points possible; i.e., 1,000 points on the first day equals 100%, 2,000 points on the second day equals 100%, etc. Only those pilots (single-seat class only) who had 50% or above on more than three days are shown. It is interesting to note that these were the top six on the opening day and also in the final standings, though in different order. What would have happened if there had been another contest day? The only thing we can do is to assume that all pilots would receive the same number of points; in which case we can take three out of the four contest days. The same six would hold the top placings, with Pierre still leading the pack. MacCready and Persson would rise, since these two counted only three days in any case. So Pierre wins the Championship no matter how we look at it. I would, however, be surprised if there were one contestant, official or spectator who doubts that he is World Champion.

Other than first place, it is more difficult to obtain consistent results in the two-seat class. With only nine entrants, it is difficult to analyse in the same way, and too many people would say: "What if one more glider had gone 15 miles on August 1st and it were a contest day?" I agree, but the outstanding performance consistently turned in by Rajn and Komac so over-shadows all else, it doesn't make much difference. As to cross-country miles flown: the single-seaters averaged a total of 108 miles for the four contest days, while the twoseaters averaged 111 miles. No tabulation has been done on the ratio between distance flown at the meet and distance travelled by the contestant from his home site to Camphill. This is, undoubtedly, higher than at any previous International. But regardless of high ratios, and despite the weather, this year's Championships were a success. Not being British and not being on a team, I can make congratulations without sounding egotistical.

To the organizers and the more than one hundred voluntary helpers who gave up their vacations and worked for the meet at their own expense, I say, "Jolly good show". To those contestants who paid their own expenses (and I would hate to hear the cost), I say: "Thanks for coming. Though you weren't able to fly as much or as far as you wanted, I hope you consider it was worth while. I know that you believe as much as I that the true value of soaring lies not in feet gained or miles flown". And to the governments who sent teams: "You might have sponsored your contestant for the purpose of having him bring honour and glory to the homeland. He might not have won, in fact he might be on the bottom of the list. But regardless of where he was placed, I can tell you that it was money well spent. For he became known to pilots from at least eighteen other nations and he was liked by them. He flew beside them, gave knowledge to and obtained information from them. He drank, joked and swore at the rain with them. He brought a little bit of your country with him and, by doing, gave greater understanding and friendliness to the world. And after all, isn't this why we have International Contests?"

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Anyone is invited to contribute article material and photographs with identification about historical soaring activities, renovation of old sailplanes, soaring pioneers, unusual uses of sailplanes, etc.

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